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**BRIEF**

**STATEMENT OF FACTS**

**RELATIVE TO THE**

**PROPOSED RAIL-ROAD**

**FROM**

**FITCHBURG TO BRATTLEBOROUGH,**

**UNDER CHARTERS LATELY OBTAINED FOR THE SAME IN THE STATES OF**

**MASSACHUSETTS AND VERMONT.**

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**Boston:**  
**DUTTON AND WENTWORTH, PRINTERS,**  
Nos. 10 and 12, Exchange Street.  
1844.

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BT from Duchanez.



## STATEMENT.

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THE Legislatures of Massachusetts and Vermont, after a full and careful examination, having incorporated the Vermont and Massachusetts Rail-road Company, it is proper that its importance should not be overlooked.

The surveys and act of incorporation include and present for our choice three routes between Fitchburg and Brattleborough,—one being 58 miles, one 68 miles, and another (via *Greenfield*) about 73 miles in length;—and the public are respectfully asked to consider the merits of the undertaking.

FIRST. This rail-road connects *Boston* with *Vermont*, and in such a manner as secures the greatest portion of her productions.

All the other States of New England have been furnished with steam conveyance and cheap transportation to Boston. How comes it then, that Vermont, the agriculture of which alone produces annually beyond her consumption the value of six millions of dollars, and with solid mineral resources, still pays a heavy transit duty on all she buys or sells at the Atlantic, and is in a great degree embargoed through the year?



Her population is less than half of Massachusetts, but her annual agricultural products are greater by *five millions of dollars*!

Massachusetts is indeed a great manufacturing State: Vermont is an agricultural one! But for this very reason they should have an easy intercourse between them,—for each will profit by the other. What Vermont produces, Massachusetts wants. What Vermont needs, Massachusetts can supply. Yet both are submitting to an unnecessary tax (of from \$12 to \$15) on every ton passing between them; a tax which, if levied by any government on lawful trade, could never be enforced without a revolution.

If New Hampshire, or any other non-producing State, had thus been left, it would have been less remarkable. But it so happens that, while the present route, *by Miller's River to Brattleborough*, was the first ever incorporated into a Massachusetts rail-road charter,\* it has been the last to be built. New Hampshire and Vermont have a population nearly equal, and yet the yearly agricultural products of Vermont exceed those of New Hampshire *more than eight millions of dollars*. Nevertheless, New Hampshire has her rail-road, (and a profitable one it is) while Vermont has not been reached.

This state of things has resulted principally from accident. The great and praiseworthy object of uniting Boston with the far west, very fortunately perhaps, withdrew from Vermont, for a time, the just attention she had

\* See charter of FRANKLIN RAIL-ROAD Co. (Special Laws, Mass., 1829, ch. 93.)

early attracted; and while the Berkshire hills were being overcome, this original project was prudently postponed, as all acknowledged the imperative necessity of that enterprise. It can now be revived with the advantage of all the experience of the past.

SECOND. This being the most *Southerly Route*, West of the mountains, and keeping for more than twenty miles in the valley of the Connecticut River, which it strikes just above the locks at Turner's falls, (that river being boatable for 150 miles above,) most effectually commands the business of the towns in Northern Massachusetts, New Hampshire and Vermont, bordering on that river, and secures to Massachusetts a valuable trade that now goes to New York, *which is, at least, one hundred miles more remote than Boston.*

It is obvious to any one who will look upon the map, that nothing can pass to New York from the East of the mountains, without crossing this line, which *booms*, as it were, the river and vallies of Vermont. It is also plain, that merchandise from the Connecticut River can be conveyed to Boston by this road for \$3 per ton, that being the present rate from Worcester to Boston. Vermont traders, West of the mountains, now frequently bring their wool to Boston and sell it for *cash*, and carry the cash to New York and there purchase their goods with it, owing to the difficulty of transporting goods from Boston.

THIRD. As the common roads and trade of the interior usually run towards the rivers, and along the rivers, the advantages of the Miller's River route is manifested in the remarkable concentration of seven rivers within the space of a few miles upon this line, viz. :—

1. The Connecticut River, with its fertile borders.
  2. The Ashuelot, busy with manufactures.
  3. The North River, penetrating into Vermont.
  4. The West River, also, with its agricultural and mineral resources.
  5. The Deerfield River,
  6. The Fall River, and
  7. The Millers' River,
- } well known to the public.

All these tend greatly to an active manufacturing District, and from Fitchburg to Brattleborough, the line is intersected continually by busy villages and manufacturing places, the intercourse between which is very considerable, promising a large local travel and business. The course is through one rich, populous and busy region to another; and by tapping Vermont so low down she will naturally drain through this channel, and the immense water power at Turner's falls and along the Millers' River will become available.

FOURTH. The West River route, which would be an extension of the one proposed, is the *natural* route between Massachusetts Bay, Lake Champlain and Canada, and will, without doubt, be soon adopted as the great line of communication between those places.

It was the old *Indian trail*, and it was also the route adopted by the forces engaged in the old French war. Tradition now points out the very scenes of their ambushes and contests on the line under survey from Brattleborough to Rutland. The survey of this extension above Brattleborough is rapidly progressing, and it has been already ascertained that no difficulty exists in its

course, excepting the Green mountains, where the rock is singularly favorable for a tunnel. Here a tunnel is proposed, the cost of which will be less than has been supposed, and when assessed upon the whole road from Burlington to Brattleborough, will be about \$800 per mile, which amount can well be afforded when the absence of other rock cuts or deep excavations or embankments, and the general facilities of other parts of the line are considered; the land from the base of the mountain to Brattleborough, admitting of an almost uniform descent, and the Otter Creek Valley, on the other side of the mountain, is well known to be perfectly feasible.

The distance from Brattleborough to Lake Champlain is but 65 miles, in an air line, and by road but 75 miles, which may be traversed by a stage coach in eleven hours; so that in the completion of the line to Brattleborough, passengers leaving Boston in the morning may sleep the same night in a steamer on the lake, and arrive next morning in Montreal.

A very feasible line for a railway, cheaper and more expeditious than any yet proposed, to Lake Champlain, has also been explored from Brattleborough by the valley of West River and Otter Creek, through Rutland, Vergennes and Middlebury to Burlington, as will appear by the letter of Waldo Higginson, Esq., Civil Engineer, in the Appendix, and a liberal charter has been granted in Vermont, which can be used in connection with this line. Great facilities also exist for extending a rail-road up the Connecticut under charters already secured. To all these sources the subscribers may confidently look for a

large accession of business, the growth and developement of which must be eminently beneficial to Boston.

In comparing the proposed line with others which have been projected to reach Vermont, some very striking advantages must be apparent to the most cursory observer.

*First*—Its natural river route, which contrasts most favorably with the high, rocky and almost precipitous ridges, that must be passed diagonally, or at right angles, in the Granite State.

*Second*—The fact that it strikes Vermont at the base, and intercepts a vast trade there and in the southern section of the lake, which might otherwise continue to seek a New York market; and makes the distance to Lake Champlain, opposite Rutland, at least 50 miles less than it would be via Lowell and Concord, and the distance to Burlington less than it would be via Concord.

*Third*—That by its southern location and route through vallies, it avoids the deep snows of the New Hampshire hills, and follows a track not at all subject to drifts.

*Fourth*—That it secures an immense and lucrative carrying-trade in the manufacturing districts of Massachusetts.

*Fifth*—That it will be subject to the laws of two states only, alike liberal in their policy.

*Sixth*—That, in connection with the Fitchburg Railroad, it will be the cheapest avenue of the same extent from Boston, and be least exposed to competition.

The prospects of this route are so well understood and appreciated by persons residing near it and west of Fitchburg, that between three and four hundred thousand

dollars have already been subscribed by them to the capital stock.

In regard to the grades required on this route, the highest will not exceed 55 feet, which may be necessary in ascending from Fitchburg to the summit in Ashburnham, and which would be required for any extension of the Fitchburg road. Beyond Ashburnham the grades are all below 50 feet, and no ledge has yet been found; although a large sum has, in the estimates of cost, been allowed for the contingency of undiscovered rock.

#### COST OF PROPOSED RAIL-ROAD.

The line, which is 68 miles in length from the westerly terminus of the Fitchburg Rail-road to Brattleborough, ascends a branch of the Nashua, and easily surmounts the principal elevation at Ashburnham, and afterwards encounters no place of difficulty.

The crossing of the summit involves little expense, being a level plain or meadow, upon which is an artificial reservoir. It thence descends the Miller River, by Templeton and Athol, and, taking one of three routes, follows the Connecticut to Brattleborough.

The line has been carefully surveyed by Wm. S. Whitwell, Esq., the engineer charged with the construction of the Concord Rail-road, who has prepared a safe estimate of the cost of construction, embracing a provision for extras and contingencies of every character, that amounts to \$1,655,303, or \$23,000 per mile only,—which, if the duty on iron be remitted as now proposed in Congress, will be reduced nearly to \$20,000 per mile.

In this estimate, the masonry has been estimated for a double track, the superstructure at \$7,000 per mile, the earth excavation at 14 cents per yard, and the rock cutting at \$1 per yard, and contingencies at \$100,000, with \$70,000 for land damages. This calculation is on a liberal scale.

The rates are much above those paid under recent contracts, and there is reason to believe the outlay will come considerably within the estimate. The land damages, so liberally allowed for, will be almost nominal, so strong is the feeling on the line in favor of the rail-road.

#### BUSINESS OF THE LINE.

The resources of the line may properly be divided into distinct branches.

First, the local business in the immediate vicinity of the route, and so closely connected with it as to be subject to no competition.

Second, the business more remote and contingent, and for which it may compete with other lines of communication.

The first class embraces fifteen towns of Worcester and Franklin counties, near to or in actual contact with the proposed rail-road, and twenty towns being the residue of Franklin county west of the Connecticut, to which it offers a route to the commercial capital of New England, easier, cheaper, and more direct than any other line can present, bringing as it does the Connecticut River, at Turner's Falls, within 95 miles of Boston.

In this class also are included five towns in New Hamp-

shire, within a few miles of the rail-road, and twenty-three towns in the county of Windham, of which the principal town is Brattleborough.

The traffic of the above sixty-three towns now goes in part to Hartford and New York, but their business with Boston is believed to be ample to sustain a rail-road.

It was clearly proved at the hearing before the Committee of the Legislature of Massachusetts, that more than \$700,000 are now paid annually, by said sixty-three towns, for transportation.

The statistics of the fifteen towns in Worcester and Franklin counties, above referred to, collected with great care from authentic sources, show their annual tonnage and passengers are as follows, viz.

	Tons of Freight.	Passengers.
The above mentioned 15 towns, . . .	33,844	8,786
The 20 other towns in Franklin county give . . .	7,000	3,000
The 23 towns in Windham county give . . .	11,545	6,190
The 5 towns in Cheshire county, N. H. give . . .	3,415	1,775
	<hr/> 55,804	<hr/> 19,751
The way-travel of the above towns estimated at		
half the number of through-passengers, . . .		9,875
		<hr/> 29,626

In these passengers, are included none passing to or from towns west of Windham county, or to or from any towns in New Hampshire, beside the five enumerated.

In addition to the freight which now passes along the line, there are inexhaustible quarries of slate on the line at Gullsford, with which many roofs in Bos-



ton\* are covered, and large amounts of ship timber, soap stone and marble, which, with freight now taking the New York and Hartford routes, must contribute, with increased facilities of communication, to swell the aggregate when the road is opened.

It is obvious from the above data, that the local freight of this rail-road, when finished, may be safely estimated at an average of 60,000 tons passing over the entire line, which, at \$2½ per ton, or 3½ cents per ton a mile, will produce annually \$150,000.

The allowance for mails and express at less than the average of other roads, may be put at \$10,000.

The effect of all rail-roads has been to increase passengers from 100 to 500 per cent. At the lowest rate of estimating, the passengers will double, under the impulse given by the rail-road, and be 59,252;—and at \$1 62½ average each, will produce \$96,285.

The aggregate income from the local business

will be for Freight, . . . . .	\$150,000
Passengers, . . . . .	96,285
Mails and Express, . . . . .	10,000
	<hr/>
	\$256,285

\* The stores of T. B. Wales, Esq. on his wharf at South End, in Boston; the Commercial Coffee-House; Rev. Mr. Young's Church, Summer street; the old store of Whitwell, Bond & Co., Kilby street; and many other buildings in Boston, are covered with this slate,—and it can be delivered at Boston, by rail-road, at half the price of Welch slate, and is a stronger article.

## ANNUAL EXPENSE OF CONDUCTING THE PROPOSED RAIL-ROAD.

The expense of conducting this line must be unusually light; little or no clay is found throughout its whole extent. The gradients are easy and fuel is abundant at \$1 to \$1½ per cord, being less than one third the price on the principal lines out of Boston.

Besides this, the Rail-road will have no ferry, wharves or costly structures to maintain and will have the benefit of all the improvements and economical arrangements experience has introduced into Cars and Engines.

Under these circumstances it would be safe to set the annual outlay at \$1000 per mile of Rail-road, which is about the cost of running the Boston and Maine Rail-road the last year; but we have preferred to add to this 20 per cent. and make the entire estimate \$81,600 per annum, or \$1200 per mile run.\*

### NET INCOME.

From aggregate local income,	-	-	\$256,285
Deduct running expenses,	-	-	81,600
			\$174,685
The balance or annual revenue is	-	-	

This exceeds ten per cent. on the estimated cost of the whole road. The local business from which this springs is inalienable from the proposed line of Rail-road.

This local business is susceptible of great improvement. The water power on the Connecticut, at Turner's falls, which exceeds that of Lowell, (the fall being 75 feet)

\* See Appendix.

with good opportunity for a canal, and also the mill privileges on the Millers' River, occupied and unoccupied, are so generally known and so universally admitted to be valuable, that a particular description of them is unnecessary. It may not, however, be improper to state that these may become busy agents in the production of freight and travel, and that a rail-road will have the effect to swell the amount of business done at these points, far beyond the estimates now made.

The local traffic, however, constitutes but a small portion of its legitimate business. It must receive a large contribution from the counties of Cheshire and Sullivan in New Hampshire, from six counties of Vermont, the whole Iron district of New York and Canada, and will unite Boston and Montreal.

The Southern district of Vermont is full of mineral treasures. It abounds in manganese which is sent annually in large quantities to Liverpool, via New York, and after a visit to Scotland returns as bleaching salts to our Northern manufactories. Upon the completion of this road it will contribute to the outward and return cargoes of the Packets just established between Liverpool and Boston.

In the same district iron abounds, and quarries of marble and soap-stone, serpentine and copperas rock, some of which even now reaches Boston; but if a rail-road is made, the quantity transported would be greater. More than 100,000 tons of iron are now annually produced on the South-westerly shore of Lake Champlain, much of which seeks a market among the artisans and manufacturers of New England.

The forests of Vermont contain white oak and spruce suitable for ship-timber and spars, and also other valuable timber. Pot and pearl ashes, wool, live stock, pork, poultry and dairy produce to a large amount, go annually from the green hill sides of Vermont to New York and Boston for a market.

Canada also opens a wide and growing market for the manufactures and imports of Massachusetts, and the trade with Canada will, as a matter of course, greatly increase. Last year, shipments of domestics were made to the Canada market, on lower terms than like goods could be imported from England; so also were agricultural implements and a variety of other articles; and it is fair to presume that, during the winter, nearly the whole trade of Canada, Northern New York and Vermont, would find this channel as soon as completed. Nor should it be forgotten that a Rail-road has been surveyed from Plattsburg to Ogdensburg on the St. Lawrence, and is annually discussed in the Legislature of New York. This is due to her Northern inhabitants, and if built, will open to us all the Western lakes and business of vast extent.

Under this aspect of facts, the Subscribers named in the charter of this Rail-road, present this enterprize to the consideration of the citizens of Massachusetts:—

*First*, as one promising a lucrative and remunerating investment.

*Second*, as an enterprize which must develope in no small degree the internal resources of the State.

*Third*, as fraught with immense advantage to the trade

of Boston, opening to her new and most important sources of trade now enjoyed by New York, and tending in an eminent degree to enhance her real estate, promote her commerce and navigation, and commercial ascendancy, and to give to her the trade of Canada and Northern New York.

Dealing with large masses of bulky freight and with no Hudson to compete with, it would not be surprising if it should confer upon Boston benefits exceeding those derived from the Western Rail-road, which all concede has contributed in no slight degree to her prosperity.

It is for the citizens of Massachusetts to consider how far it may be prudent to delay an enterprise, which promises so much, until other avenues are opened leading to a rival city.

JOSEPH DAVIS,	} <i>Committee.</i>
EPHRAIM PARKER,	
GARDINER C. HALL,	
JOHN R. BLAKE,	
JAMES WHITE,	
RICHARD COLTON,	

*June 7th, 1844.*

## APPENDIX.

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*Letter of WALDO HIGGINSON, Esq., Civil Engineer.*

Boston, June 3, 1844.

G. C. HALL, Esq.

Dear Sir,—In compliance with your request, I present the result of my exploration of the West River route from Brattleborough, north.

As far as Weston, a distance of 40 miles, I have critically examined both sides of the valley in order to procure the best line for the survey now going on.

I have succeeded in obtaining a location for this distance, which I have no doubt will show a highly favorable result.

Beyond Weston to the proposed tunnel, at the summit, the ground appears equally good, except that the rise of the valley becomes more rapid. I think however, by beginning a plane at a point some miles south of Weston, the summit may be reached by a 60 ft. grade.

Having been prevented from making a minute examination of the valley of Otter Creek, I am unable to speak definitely of the grades beyond the mountain. Levels taken by my direction from the summit to Rutland, show that between feasible positions of the line at the two places, the average fall is at the rate of about 60 ft. per mile.

The general character of the Otter Creek Valley manifests even greater facilities than that of West River, for rail-road construction.

With regard to the general merits of this line for an extension of the Vermont and Massachusetts Rail-road from Brattleborough to Lake Champlain, it possesses remarkable advantages in the directness of both the vallies through which it passes, and in the favorable character of each. They are wide, and free from abrupt turns, of such uniformity of descent as to permit the natural grade to be generally preserved, and with side hills of such slopes as to allow a steeper one to be adopted, at the points where this is required.

The time and cost involved in the construction of the Tunnel, and the possible necessity of heavy grades for some miles north of the mountains, are the objections to the route. But I think that notwithstanding their importance, the result of a thorough survey of this

line from Brattleborough to Rutland will show an average cost per mile unusually low for a route through so mountainous a country.

I am, respectfully,

Your obedient servant,

WALDO, HIGGINSON, *Engineer.*

*Extract of a communication received from a COMMITTEE OF THE COUNTY OF CHITTENDEN.*

"It may not be improper here to state, that the region of country lying on the West side of Lake Champlain, and comprised within the counties of Essex, Clinton, Franklin and St. Lawrence, will find the road most conveniently at Burlington: The exports of this region, consisting of Iron, and the manufactures of iron, Pot and Pearl Ashes, Lumber, &c., are immense; much larger than those of any territory of equal size in Vermont. Of its Iron and the manufactures thereof, it is estimated that about 100,000 tons are shipped to market annually. These exports from necessity now pass Southward through the Champlain Canal, and are probably mostly marketed in the city of New York. Was the contemplated Rail-road in operation, it is reasonable to suppose that a considerable proportion would be diverted during the summer months, to Boston, and the towns intermediate, while in winter, the navigation of the Lake and Canal being closed, Boston would be the recipient of a very large proportion of the production of those months. The Iron works of this region are continued in operation most of the winter, and as the outlay of capital during the long period of suspended navigation becomes very great, it would become a matter highly advantageous to those interested therein, could they at all seasons reach the Boston market by Rail-road communication.

In addition to this source of business, the trade with Canada would, as a matter of course, very much increase. In cotton goods particularly, the manufacturers of the United States were able last year to supply a large proportion of that trade, on terms more favorable than could the importers of English goods of the same description. So also in regard to every description of agricultural implements. The Canada trade and travel would find the road at Burlington, and it cannot be doubted that a very great and important accession from this source may be confidently relied upon.

JOSEPH D. ALLEN,  
CHARLES W. ADAMS,  
JOHN N. POMEROY,

*Committee on Statistics for the County of Chittenden."*

BURLINGTON, APRIL 9, 1844.

**STATISTICS OF TRAVEL AND FREIGHT FROM THE  
FOLLOWING TOWNS IN WINDHAM CO. (VT.)**

TOWNS..	No. of Pas- sengers.	Am't paid for Stage Fares.	Tons of Freight.	Am't of Transport'on.
Putney, . . .	300	\$1350	500	\$6600
New Fane, . . .	300	1350	380	4850
Townshend, . . .	400	1800	350	5625
Jamaica, . . .	400	2000	495	9150
Londonderry, . . .	300	1500	250	5000
Vernon, . . .	200	800	480	4800
Guilford, . . .	400	1800	500	7500
Dummerston, . . .	250	1125	350	5250
Marlborough, . . .	200	1000	375	6000
Wilmington, . . .	250	1250	525	7875
Halifax, . . .	250	1250	525	7875
Whitingham, . . .	225	1125	500	7490
Wardsborough, . . .	200	1100	550	11000
Dover, . . .	125	687	450	9000
Stratton, . . .	20	120	50	1000
Somerset, . . .	15	90	75	1500
Athens, . . .	30	150	165	3300
Brookline, . . .	25	137	200	4000
Grafton, . . .	200	1000	450	7750
Windham, . . .	125	750	325	6500
Rockingham, . . .	700	2800	1000	13800
Brattleborough, . . .	1025	4100	2550	30500
Westminster, . . .	250	1000	500	7500
	6190	28,284	11,545	\$173,865

The Running Expenses of certain Rail-roads, no more favorably situate than the Vermont and Massachusetts, were last year as follows, viz :

	Length.	Annual run- ning Expense.	Or per mile.
Boston and Maine Rail-road, . .	58 miles,	\$59,492 61	\$1026
Boston, Portsmouth & Saco R. R.	50 "	46,048 00	921
New Bedford and Taunton R. R.	21 "	22,280 72	1060



TOWNS.	No. Pas- sengers.	Amt. Fare.	Ton- nage.	Amt. paid for Freight.	REMARKS.
Northfield, - -	350	\$1225	2094	\$15,705	This is an agricultural town. Its tonnage is mostly produce sent to Boston and other towns on the route. The amount paid for freight is one half what it would be if the whole were sent to Boston. A large quantity of Plumbago, of excellent quality, and Iron Ore, in great abundance. A surplus of Pine, Oak, and other timber, particularly Chestnut.
Athol, - - -	600	1800	3039	26,520	This is a manufacturing town. One Cotton Mill, containing 1400 spindles; P per Mill; Iron Foundry; Tin Shop; Nail Factory; Seythe Shop, with 3 Hammers; 250 persons employed in manufacturing Boots and Shoes. A large establishment for manufacturing Candle, Soap, and Hat Boxes, furnishing 75 tons freight to Boston. A large establishment for manufacturing Shoe Pegs and Brush Blocks, furnishing 125 tons freight to Boston. 230 tons of raw Palm Leaf manufactured; 14 Saw Mills. A large surplus of Timber, consisting of White and Yellow Pine, Chestnut and Hemlock. This town has available unoccupied Water Power on Miller's River sufficient to drive 60,000 spindles.
Gardiner, - -	600	1200	2100	16,800	A manufacturing town—raising much less produce than is consumed; engaged more extensively in the manufacture of Chairs than any other town in New England; also large quantities of Wooden Ware manufactured; also Palm Leaf Hats. But a small portion of the Water Power is now in use.

TOWNS.	No. Passengers.	Amt. Fare.	Tonnage.	Amt. paid for Freight.	REMARKS.
Westminster,	- 1000	\$2000	1500	\$12,000	An agricultural and manufacturing town, and largely engaged in the manufacture of Chairs; also manufactures Bonnets to the amount of \$16,000. A large amount of Water Power; less than one half occupied.
New Salem,	- 250	500	1500	12,400	An agricultural and lumbering town. A large surplus of White and Yellow Pine, Oak and Chestnut Timber.
Wendell,	- 150	450	1000	8300	An agricultural town. A large surplus of extra quality White Pine Timber.
Petersham,	- 700	1750	2000	14,000	An agricultural town, having a large surplus of Cheese, Butter, Hay and Grain. Manufactures \$67,500 worth of Palm Leaf Hats. A surplus of White Pine and other Timber. A large establishment for the manufacture of Buttons.
Philipston,	- 120	300	1000	6500	An agricultural town,—having a Cotton Mill and Woolen Mill. A large surplus of White Pine Timber.
Orange,	- 416	1248	2791	20,180	An agricultural town; also largely engaged in manufacturing pursuits. It has a large Pail and other Wooden Ware establishments; a single establishment furnishes a weekly freight of 27 tons. There is a manufactory of Chairs, Doors and Blinds. A Furnace. It has a large surplus of Timber, consisting of White and Yellow Pine, Hemlock, Chestnut, &c. Has an available unoccupied Water Power sufficient to drive 5000 spindles.

TOWNS.	No. Passengers.	Amt. Fare.	Tonnage.	Amt. paid for Freight.	REMARKS.
Erving, - -	50	\$150	1670	\$11,715	Has a very large surplus of White Pine, Hemlock and Hardwood Timber; One Woolen Mill. It has an available unoccupied Water Power on Miller's River capable of driving 80,000 spindles. The River is the dividing line between this town and the towns of Wendall and Montague, and for convenience, the whole power on both sides of the river is placed to the side of Erving.
Templeton, - -	1500	3000	5150	36,050	A manufacturing town; has 2 Woolen Mills, Iron Foundry, 3 Tanneries, an extensive Brass, Sheet Iron and Tin Manufactory employing 20 persons, an extensive manufactory of Boots and Shoes, engaged extensively in manufacturing Palm Leaf Hats, amounting to \$40,000, Pails, Chairs, Doors, Sashes, Blinds, and Match Woods to a very large amount, 17 Saw Mills. The quantity of White Pine Timber is as large, if not larger, than that of any other town in the State, beside a large amount of Hemlock and Hardwood Timber. Unoccupied Water Power on Otter River sufficient to drive 10,000 spindles.
Montague, - -	200	700	1500	11,250	An agricultural town; in computing the amount paid for tonnage, only one half is taken that it would cost to freight the whole to Boston. A large surplus of Oak, Chestnut and Yellow Pine Timber; a manufacture of Scythe Snaths, Palm Leaf Hats, Confectionary, &c. &c. There are 70 to 80 feet fall in the Connecticut River at Turner's Falls.

TOWNS.	No. Passengers.	Amt. Fare.	Tonnage.	Amt. paid for Freight.	REMARKS.
Ashburnham, -	800	\$1600	3000	\$23,200	There is here a great amount of unoccupied Water Power; 100,000 Chairs are annually manufactured, together with Tubes, Pails, Spools, Bobbins, Hoe Handles, and an immense amount of all kinds of Wooden Ware. There is also a Cotton Factory.
Winchendon, -	700	1400	2500	11,600	Water Power here sufficient for 13,000 spindles, and an abundance of Timber, as Pine, Spruce, Hemlock, Ship Timber, &c., but little is sent to Eastern Lumber, which is manufactured into Shingles, Cords, and all kinds of Wooden Ware, to wit: 225,000 Pails, 35,000 Mop Handles, &c.
Royalston, -	350	875	3000	21,000	An agricultural and manufacturing town; has 2 Wooden Mills, 2 Tanneries, large establishments for the manufacture of Chairs, Pails, and other Wooden Ware; also, a large amount of Palm Leaf Hats manufactured; 7 Saw Mills, manufacturing a large amount of Lumber; a large surplus of excellent White Pine, Hemlock, and Hardwood Timber. Unoccupied Water Power on Miller's River sufficient to drive 4000 spindles.
Warwick, -	200	700	1200	7800	
Chesterfield, -	250	865	1500	15,000	
Swansey, -	250	750	1600	16,000	
Richmond, -	100	300	1000	10,000	

TOWNS.	No. passengers.	Amt. Fare.	Tonnage.	Amt. paid for Freight.	REMARKS.
Winchester,	1000	\$3000	2500	\$30,000	
Hinsdale, -	175	500	2000	20,000	
20 Towns in Franklin County not includ'd above,	3000	10,500	7000	84,000	
	12,951	34,913	51,244	494,020	

*The Distance from Boston to Burlington, (via Fitchburg and Brattleborough,) is as follows*

Boston to Fitchburg,	-	-	-	-	48 miles
Fitchburg to Brattleborough, via Northfield,	-	-	-	-	68 "
Brattleborough to Rutland,	-	-	-	-	59 "
Rutland to Burlington,	-	-	-	-	65 "
Total,	-	-	-	-	240 "

*Distance by Concord and Lebanon.*

Boston to Concord, N. H.	-	-	-	-	76 miles
Concord to Mouth of White River, (by survey,)	-	-	-	-	70 "
White River to Burlington,	-	-	-	-	100 "
Total,	-	-	-	-	246 "









